



N.T.S.

NOTES:

- SEE SHEET 2 OF 2

**CITY OF COSTA MESA**  
PUBLIC SERVICES DEPARTMENT

**TRENCH DETAIL**



APPROVED BY:

ERNESTO MUNOZ CITY ENGINEER

William J. Morris 11/15/02  
WILLIAM MORRIS DIRECTOR OF PUBLIC SERVICES

STD. DWG. NO.

813

FILE NAME: STD-813.DWG

REVISED:

SHT. 1 OF 2

NOTES:

1. ALL OPEN TRENCH AND EXCAVATION OPERATIONS SHALL CONFORM TO SECTION 306 OF THE CURRENT EDITION OF THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK).
2. ALL SAWCUTS SHALL BE A STRAIGHT, CLEAN LINE. IF THE TRENCH SAWCUT LINE FALLS WITHIN 36 INCHES OF AN EDGE OF CONCRETE, CURB FACE, JOINT, LANE LINE, OR ANOTHER SAW CUT LINE, THE EXISTING ASPHALT CONCRETE PAVEMENT BETWEEN THE TRENCH TO THE EDGE OF CONCRETE, CURB FACE, JOINT, LANE LINE, OR OTHER SAWCUT LINE SHALL BE REMOVED AND REPLACED.
3. BACKFILL OF THE "PIPE ZONE" SHALL BE IN ACCORDANCE WITH THE GUIDELINES OF THE UTILITY. C.M.B. SHALL BE REQUIRED IF NO OTHER MATERIAL IS SPECIFIED BY THE UTILITY. NO NATIVE MATERIAL SHALL BE ALLOWED.
4. C.M.B. SHALL BE UTILIZED FOR MATERIAL IN THE "BACKFILL ZONE" FOR ALL TRENCHES GREATER THAN 12 INCHES IN WIDTH. NO NATIVE MATERIAL SHALL BE ALLOWED. THE C.M.B. IS TO BE COMPACTED TO 90% MAXIMUM DENSITY TO A POINT 24 INCHES BELOW THE ROADWAY SURFACE. WITHIN THE REMAINING 24 INCHES OF THE ROADWAY SURFACE, THE C.M.B. SHALL BE COMPACTED 95% MAXIMUM DENSITY.
5. SLURRY (CLASS 100-E-100) WILL BE ALLOWED IN THE "BACKFILL ZONE", ONLY IF THE TRENCH IS EQUAL TO OR LESS THAN 12 INCHES IN WIDTH. A 6 INCH THICK LAYER OF C.M.B., COMPACTED TO 95% MAXIMUM DENSITY, SHALL BE REQUIRED ABOVE THE SLURRY AND BELOW THE ASPHALT CONCRETE PAVEMENT SECTION.
6. THE SURFACE COURSE OF THE ASPHALT CONCRETE PAVEMENT (A MINIMUM OF 2 INCHES) SHALL BE 1/2 INCH MATERIAL, AND THE BASE COURSE OF THE ASPHALT CONCRETE PAVEMENT SHALL BE 3/4 INCH MATERIAL. IF THE EXISTING PAVEMENT SECTION CONTAINS A.R.H.M., THE REPLACEMENT SECTION SHALL INCLUDE A.R.H.M. THE MINIMUM THICKNESS OF THE ASPHALT CONCRETE REPLACEMENT SECTION SHALL BE 8 INCHES.
7. IF CEMENT TREATED MATERIAL IS ENCOUNTERED, THE PROPOSED ROADWAY STRUCTURAL SECTION IS TO BE APPROVED BY THE CITY ENGINEER.
8. WORK ON STREETS DESIGNATED ON THE CITY'S MORATORIUM LIST SHALL REQUIRE ADDITIONAL PAVEMENT RESURFACING AS OUTLINED IN THE MORATORIUM REQUIREMENTS, WHICH MAY CONSIST OF SLURRY SEAL, MILL AND OVERLAY, OR RECONSTRUCTION.
9. MATERIALS TESTING PER GREENBOOK SUBSECTION 306-1.3 AND 306-1.5.
10. NO TUNNELING UNDER CURBS AND GUTTERS, SPANDRELS, CROSS-GUTTERS, OR SIDEWALKS WILL BE ALLOWED.
11. CONTACT SURFACES OF EXISTING PAVEMENT AND CONCRETE SURFACES SHALL BE GIVEN A TACK COAT BEFORE PLACING PERMANENT ASPHALT CONCRETE PAVEMENT. ALL JOIN LIMITS BETWEEN THE NEW PAVEMENT AND THE EXISTING PAVEMENT SHALL BE SEALED WITH TACK COAT.
12. ALL TRAFFIC CONTROL AND LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "WORK AREA TRAFFIC CONTROL HANDBOOK" (W.A.T.C.H.).
13. ALL TRAFFIC STRIPING, LOOPS, MARKINGS, AND PAVEMENT MARKERS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE CITY AND CONFORM TO CITY STANDARDS WITHIN 48 HOURS OF RESURFACING.

**CITY OF COSTA MESA**  
PUBLIC SERVICES DEPARTMENT

**TRENCH DETAIL**



APPROVED BY:

*Ernesto Munoz*  
ERNESTO MUNOZ CITY ENGINEER

*William J. Morris* 11/15/02  
WILLIAM MORRIS DIRECTOR OF PUBLIC SERVICES

STD. DWG. NO.

813

FILE NAME: STD-813.DWG

REVISED:

SHT. 2 OF 2